

# SUNDAY MONEY

The Salt Lake Tribune

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Apple niche, E2

RETAIL STORES FEED CUSTOMERS' NEEDS



Money solutions in The Wall Street Journal Sunday, Pages E4-E7

INVESTORS SHOULD EXPECT DIVIDEND CUTS

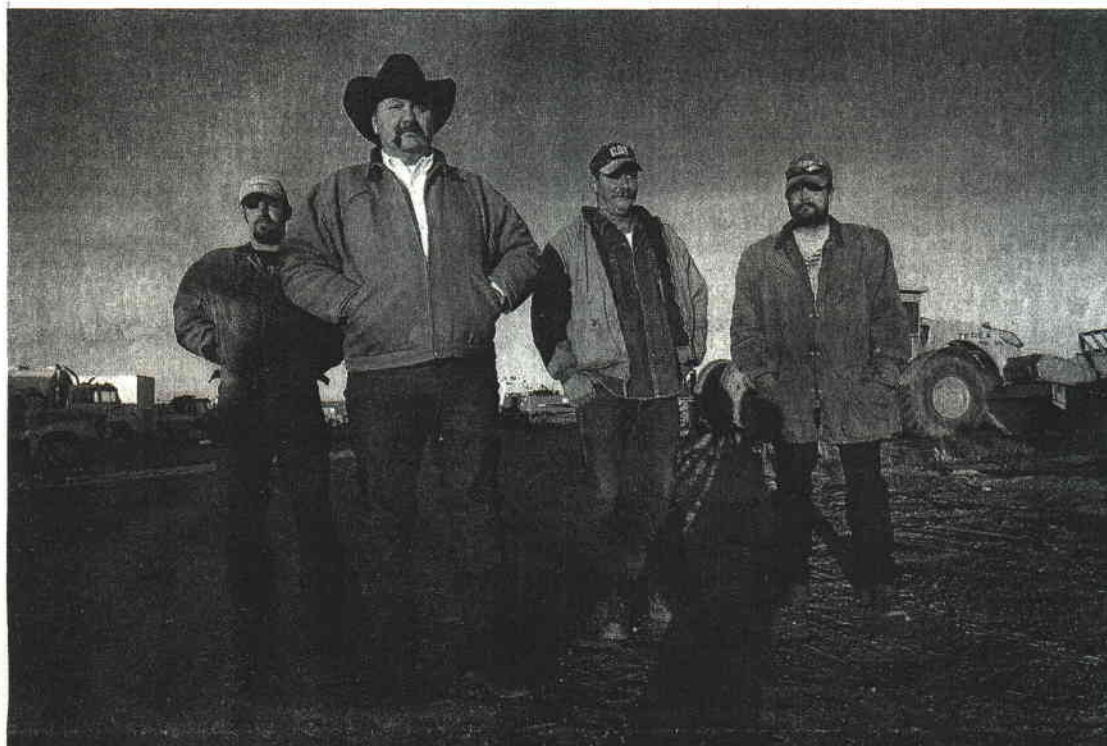
- Tip of the Week: Make sure to return gifts quickly
- Getting Going: Take a fresh look at investment
- On the Job: You may not be able to sue the boss

12/30/07

SL Tribune

Internal  
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## They gave it their all



Scamp Excavation's Rex Malolo, left, Shane Campbell, front, Sterling Miller and Justin Cooper, right, built several roads, often at night, to provide access for drilling rigs that bored holes in a fruitless search for miners trapped in the Crandall Canyon mine. At one point, Cooper almost drove one of the bulldozers off a cliff.

STEVE GRIFFIN/The Salt Lake Tribune

# Bulldozers blaze the way

Crew built access roads when disaster struck mine

By MIKE GORRELL  
The Salt Lake Tribune

WELLINGTON  
There was no time to waste. Six coal miners were trapped deep underground. Getting them fresh air was imperative.

That required boring holes into Crandall Canyon mine from the top of East Mountain, nearly 1,900 feet overhead. But before a heavy-duty drill rig

could be brought in, a mile-long access road had to be cut across the mountain top — at night, through two dense stretches of forest and along ridges with slopes that plummeted precipitously, the

➤ Shane Campbell prefers 'big iron', big jobs. E10

dim light of a waning moon often obscuring the line between level ground and open air.

This perilous undertaking fell to the hands of a crew from Scamp Excavation, a construction company in Wellington.

Owner Shane Campbell eyeballed the route in a series of helicopter flyovers the day of Aug. 6, about 12 hours after the mine's walls imploded on the miners. Starting as dusk settled that evening, bulldozer drivers Justin Co-

See URGENCY, E10

## Lobbying heyday D.C. may be at end

New rules likely to whittle down influence

By DIBYA SARKAR  
The Associated Press

WASHINGTON — A decade-long boom for rate lobbyists in Washington showing signs of cooling down, just as tougher congressional rules threaten to the multibillion-dollar industry even more next year.

How much effect they have is anyone's guess.

The new rules mean more detailed disclosure of lobbying activities, industry oversight by the Justice Department and penalties of up to \$200,000 for violations. They will force corporations and trade groups to provide more precise spending

records and to take a look at who's lobbying them.

Reports for spending second half of 2007 are due Feb. 15. But under the rules, which take effect day, lobbyists and companies must now file quarterly reports.

The lobbying reform, as corporate spending appear to be shifting. Since late 1990s, total expenditure grew by about 80 percent

See LOBBYIST, E3

## Call 2007 the year big business went green

By BOB KEEFE  
Cox News Service

After the hippies, the tree-huggers, the politicians and the entrepreneurs, corporate executives are also starting to figure out that the environment really is important.

While 2007 may go down as the year of the housing crisis, it could also be called the year that big business went green. Someday, that could prove to be just as important to the environment as any social or political movement.

Consider just a few of the steps big corporations took in the past 12 months:

➤ Delta Air Lines Inc. became the first carrier to offer tickets tied to "carbon offsets" that contribute money to conservation.

➤ Dell Inc. pledged to become the greenest technology company in the world and go "carbon neutral" by cutting back on its emissions of the

gases that cause global warming. Dell said it would use more renewable energy and invest in environmental projects around the globe.

➤ Coca-Cola Co. made improvements such as more efficient lighting and irrigation at

See ENVIRONMENT, E2



LEAH HOGSTEDT/Tribune

Delta Air Lines, in an effort to better the environment, offers tickets tied to "carbon offsets" that contribute money to conservation

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STEVE GRIFFIN/The Salt Lake Tribune

Scamp Excavation owner Shane Campbell stands next to the company's mobile field office in the equipment yard in Wellington.

## Scamp Excavation owner prefers 'big iron'

BY MIKE GORRELL  
The Salt Lake Tribune

WELLINGTON — What kind of a name is Scamp?

Shane Campbell hears that question a fair amount. When he points out his first and last names, "some people put it together. Some don't."

Whatever the case, he admits, "it's an odd enough name that people do remember it."

It's easier to remember the bigger his company gets. Scamp Excavation and its trucking subsidiary, Scamp Transport, have more than 100 pieces of equipment that are used by its 30 employees on projects in Utah, Wyoming, Colorado and, to a lesser extent, Nevada.

And this isn't little stuff. Scamp has a pair of 140,000-pound trackhoes, a dozen big bulldozers and a series of 50- to 100-ton "lowboy" flatbed semis.

"We rent [out] a lot of bigger equipment than most companies my size. A lot of jobs you need big iron," said Campbell, the kind of work he prefers to "digging basements and trying to make a living that way."

His crews have been busy in the oil-and-gas fields near Price, in the Uinta Basin and around Pinedale and Kemmerer, Wyo. They have worked on Wasatch Front subdivisions as far north as Syracuse, irrigation projects,

fish hatcheries and the Joy Manufacturing building just up the hill from the "little hidey-ho" outside of Wellington that Campbell calls home.

Heavy equipment is scattered all over his property, just like it was while he was growing up nearby on a ranch run by his father, R.D. "I grew up on equipment. We always had dozers and backhoes and farm tractors," he said. "I welded when I was a kid — built chutes, gates, worked on equipment. A lot of training come right there at the ranch."

After graduating from Carbon High School, Campbell spent 12 years working for Andalex Resources in the coal mine renamed Tower after Murray Energy Corp. acquired it in 2006. He had a herd of cows and bought a backhoe to rent out for side work. But he found that most who rented wanted him to run it.

"One thing led to another and pretty soon it was getting to be long days and short nights. So I sold the cows and bought more equipment." Then he quit the mine in 1994 and bought even more.

"It was a big jump. I took a lot of debt burden on. ... There were some struggles in all that. I know that for sure. But most all of our equipment is all paid for now and our debt burden is really nil to what we own."

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## Urgency was part of task, crew says

► Continued from E1

per and Sterling Miller excavated the road. Directing them through the darkness was co-worker Rex Malolo, who walked out in front, flashlight in hand.

By dawn, a lifeline to a possible lifeline was in place.

"They did some heroic things," said Tom Lloyd, a U.S. Forest Service geologist who monitored their work over a three-week period in August, building that main access route and shorter roads to seven quickly prepared drill pads. "They built some roads at night that were hair-raising to drive the next day."

On one moonless night, a sleep-deprived Cooper nearly drove his dozer over a ledge.

But heroic? These guys, natives of Utah's coal country, all shun that accolade.

"I just thought that if I was [trapped] in a mine, I'd like somebody giving it the same effort," said Miller, a 43-year-old, heavy-equipment operator who grew up in the Emery County town of Cleveland and now lives in Helper. "When you're trying to help somebody out, that makes it a piece of cake. This is what we do." This is what they did.

### Organizing the task

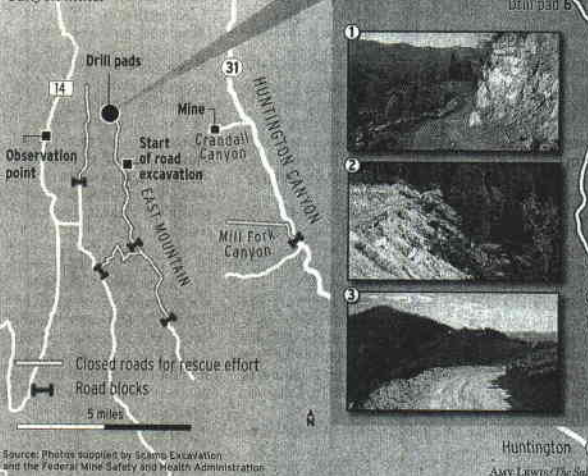
When the disaster call came, Campbell was about 40 miles away in the Book Cliffs, checking the large vents his company helped Murray Energy Corp. build to remove volatile methane gas from its Tower coal mine.

By 11 a.m., the barrel-chested 47-year-old had reached the office at the Crandall Canyon mine, also a Murray Energy operation. Maps were spread across a table, markings showing the best location for bore holes. But "nobody knew how to get a road into there," he said.

So the company brought in a helicopter, and Campbell climbed aboard. In three round-trip swings over the top

## Road blazers to the rescue

With six miners' lives hanging in the balance, a Utah road-excavation crew did a near-miraculous thing, carving a road through forest and over steep terrain in the middle of the night to a mountain ridgetop. The road cleared the way so that large drill rigs could begin drilling boreholes to trapped men in the Crandall Canyon mine.



of the Wasatch Plateau, he identified a route that weaved around two rounded peaks connected by a ridge with steep drop-offs on both sides. His route then followed a game trail to a flat, high-mountain plain that would serve as the staging area for building drill pads on slopes below.

With lives at stake, the Forest Service readily signed off on the emergency road. Campbell made cell phone calls to get transport trucks moving bulldozers to the starting point in Cottonwood Canyon, at the end of an existing dirt road.

Then he called Cooper, 31, of Wellington, one of his longest-standing employees

with almost 12 years of experience driving "Cats"; Malolo, a 27-year-old equipment operator and rodeo-circuit bull rider from rural Lawrence; and Miller, who spent part of July cutting firelines in the Book Cliffs to protect those Tower mine "gob gas wells" from the explosive flames of the Mathis wildfire.

"I just figured we were going to move the dozers up there," said Cooper. "We ended up there for three-and-a-half days."

As dusk set in, Campbell and his men walked the first stretch, which quickly moved into a thicket of 100-foot pine trees, aspen and brush. They talked about safety — "We didn't need more people

hurt," the boss emphasized but they all knew that was of the essence.

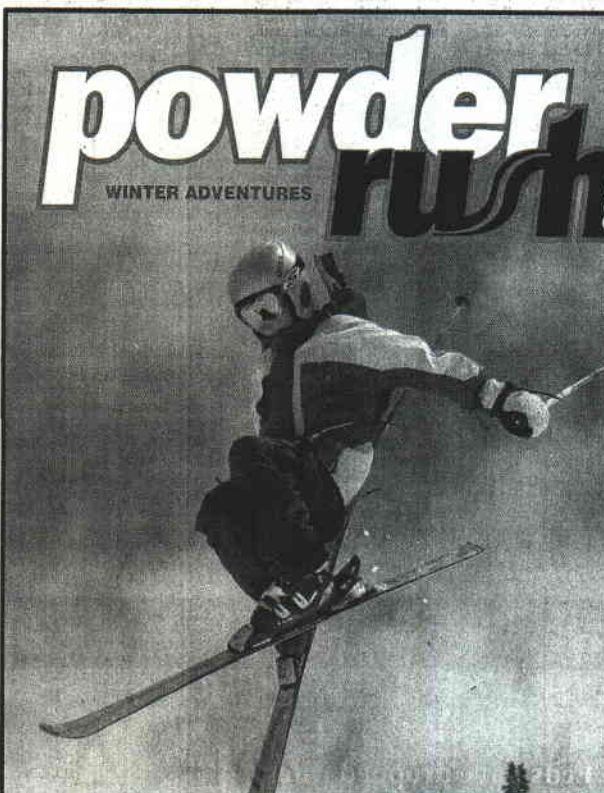
"I've got to commend men on the effort. The wanted to go to extend Campbell said. "It was emergency situation, everybody understood the urgency of getting this done. These guys are pretty sive people and were v do what they possibly expedite this and get t rigs in."

It was 9:30 p.m. and pitch dark "by the time started moving dirt," Campbell recalled. Being in woods required extra "It's tough to see these

See NEXT PAGE

## New Year's Resolution

Replace these morons.





big old pine trees when you're pushing them over, which way they're going," he added. So Malolo stayed far enough out front to avoid being hit by falling timber.

Upon leaving the forested area, they took on the rocky ridgeline, at one point creating a hairpin turn to cross over the top from the west side to the east.

Said Cooper, who was in the lead bulldozer creating a path that Miller cleaned and compacted into roadway: "We'd push for a while, get out and walk and look at what we're getting into." All agreed with his assessment that in "a few spots, it was almost better to do them at night because you couldn't see."

"When it was amazing," marveled Miller, "was when the sun came up the next day and you could see down them canyons and you're thinking, 'Holy Crap.'" Added Malolo: "Some of the places I was I didn't know it was that steep because I just had a tiny flashlight. Next morning when we got the light, I couldn't believe I walked all over that in the dark."

### Little sleep, little food

They reached the gently sloping staging area by morning. But there was little time to relax. All through the day and into the next night, the crew cut a road down to the first drill site. Then the men leveled off a pad for the drill rig and a smaller rig delivered by helicopter.

With so much to be done, they just kept working.

"There wasn't no sleep. It was a nonstop ordeal — with a Pepsi," said Miller. "I had Pepsi for three days."

"I ate a Snickers bar," added Cooper. "After you get so tired, food is the last thing on your mind."

As the effort continued, Campbell was able to bring in supplies. The American Red Cross started delivering provisions to the expanding drilling operation. And Food Ranch, a grocery store in the Emery County town of

Orangeville, sent up meals with driver Randall Stilson, 52, of Orangeville.

"For the short amount of time they had, it floored me," he said. "When they dropped over the ridge to the Crandall Canyon side, that's straight up and down. It was a hair-raiser."

The Scamp crew eventually had time to catch a little shut-eye — in a pickup Malolo drove up after the access road was established. "We just slept in the truck. We're far too lazy to put up a tent," joked Cooper. "After the sun comes up, you get your second wind and are able to keep going."

Still, catnaps are not enough. When the first bore holes yielded no evidence of the missing men, rescue organizers opted to drill into another area where the miners might have sought refuge. When that hole came up empty, they tried again, and again, and again, seven times in all.

Each time, the Scamp crew sprang into action.

"It was no fault of anyone," Campbell noted, "but the decision to go to each hole was usually made at, in our terms up there, at 'Dark:30.' Most of these roads and pads was put in at night, because during the day, it gave us time to get them surveyed in, where they needed to be."

### Out on a ledge

The most precarious situation involved the road to bore hole No. 3. It skirted a ledge with a 100-foot drop-off.

About 3 a.m., "Justin went out and all at once, just everything disappeared in front of him. He was out sitting on the edge with the Cat just looking out into space," said Campbell.

"That one ate my nerves," Cooper acknowledged. So Campbell called it quits for the night and they resumed work at dawn.

The rescue effort's repeated setbacks wore on the men — they knew all too well how the passage of time diminished slim hopes for a miracle — but did not limit their determination to press on.

"You seen it in people's eyes every day," said Campbell. "Just no sleep, and working, and up and down the mountain, from the surveyors to everybody. You see guys sitting down and the stress of thinking maybe we could get these [trapped miners] some help. People who could have had time to get rest, they wouldn't. They'd be down watching the drilling."

The implosion that killed three rescuers and injured six others the evening of Aug. 16, ending the underground rescue effort, increased the intensity of those involved in the drilling operation — despite increasingly rainy weather that made road-building even trickier.

"The weight [fell] all on our shoulders. You could tell it with everyone on the mountain," Campbell said. "Everybody tried stepping it up, but there was nothing they could do what we wasn't already do-

ing."

That was especially true, he added, of Murray Energy.

"I did hear a lot of bad media on the Murray group and I think it was unjust," Campbell said. "Throughout this, they told me 'Shane, if you need anything more, just let us know. We'll get it to you.' That was a really good feeling to know they was backing you that much on whatever your decisions are."

In the end, it was all for naught. The missing miners were never located. Their bodies are still in the mine.

Until the rescue effort was called off, however, "there was always that hope that with every hole we would see a man down there," Campbell said.

"We put every effort in. You always wish you could've maybe done more, but I don't think there was any more that could've been done."

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